

THIS PRINT COVERS CALENDAR ITEM NO.: 10.2

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance

BRIEF DESCRIPTION:

Adopting a Resolution of Local Support as required by the Metropolitan Transportation Commission (MTC) to add a project to the federal Transportation Improvement Program and program \$3,400,000 of federal One Bay Area Grant 2 (OBAG2) funds awarded under the MTC's Housing Incentive Pool (HIP) program to the SFMTA's Lincoln Way Signals project for construction.

SUMMARY:

- MTC approved an allocation of \$3,400,000 in federal OBAG 2 funds via the HIP program to the Lincoln Way Signals project on December 18, 2024, following a recommendation from the Mayor's Office.
- As part of programming federal formula funds through MTC's HIP program, MTC requires that the implementing agency adopt a Resolution of Local Support for the projects to be funded that provides assurances that the agency will comply with MTC's implementation policies.
- Upon approval by MTC, the Lincoln Way Signals project will be added to the federal Transportation Improvement Program (TIP) so that the SFMTA can obtain funds awarded in a timely manner. The Lincoln Way Signals project must be added by the TIP by the end of this calendar year considering upcoming conformity lapses with Plan Bay Area 2050 that will require a pause in the addition of projects to the TIP.
- The TIP is a funding document that helps to implement the transportation policy and investment priorities of the Bay Area, as expressed in Plan Bay Area 2050. Projects that are federally funded must be included in the TIP to unlock funds.
- The adoption of this resolution does not constitute approval of the Lincoln Way Signals project. Rather, elements of the project are subject to review and approval decisions. The new signals were approved by the City Traffic Engineer's directive issued on October 10, 2025. Crosswalk changes associated with the project will be considered by MTAB on November 18, 2025.

ENCLOSURES:

1. SFMTAB Resolution
2. Lincoln Way Signals Conceptual Project Documents

APPROVALS:

DATE

DIRECTOR



October 29, 2025

SECRETARY



October 29, 2025

ASSIGNED SFMTAB CALENDAR DATE: November 4, 2025

PURPOSE

Adopting a Resolution of Local Support as required by the Metropolitan Transportation Commission to add a project to the federal Transportation Improvement Program (TIP) and program \$3,400,000 of federal OBAG2 funds awarded under the MTC's Housing Incentive Pool program to the SFMTA's Lincoln Way Signals project for construction.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals:

- Goal 4: Make streets safer for everyone
- Goal 5: Deliver reliable and equitable transportation services
- Goal 8: Delivery quality projects on-time and on-budget
- Goal 9: Fix things before they break and modernize systems and infrastructure
- Goal 10: Position the agency for financial success

This action supports the following SFMTA Transit-First Policies:

- 3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
- 4. Transit-priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
- 5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
- 9. The ability of the City and County to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.

DESCRIPTION

The HIP program, administered by MTC, was created in October 2018 through the OBAG 2 program. The HIP program distributed \$71 million in federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funds for transportation projects on a per-unit basis to the 15 jurisdictions that issued certificates of occupancy for the greatest number of eligible housing units over the five calendar years from 2018 through 2022. San Francisco was the top awardee with 6,129 certified housing units translating to \$17,563,000 federal dollars, with an additional \$18,270,000 in local dollars conveyed through the HIP program based on a previous fund swap between the SFMTA and MTC via the SFCTA, for a total of \$35,833,000.

On October 2, 2024, the Mayor's Office submitted to MTC on behalf of the City and County of

San Francisco a list of transportation projects recommended for funding consideration through the HIP program. The list identified \$34,783,541 in HIP funds for the SFMTA and \$5,500,000 in HIP funds for the SFCTA. The total request exceeded the available HIP award to San Francisco based on MTC's requirement that it be allowed discretion in project selection. On December 18, 2024, MTC approved an amendment to MTC Resolution No. 4202 allocating HIP funds to five San Francisco projects, including \$3,400,000 to the Lincoln Way Signals project in federal dollars.

The Lincoln Way Signals project proposes signalization of two intersections: 1) 45th Avenue and La Playa, and 2) La Playa, Lincoln Way, and Martin Luther King Jr. Drive, which are currently all-way stop controlled, as well as the closure of the east-side crosswalk of Lincoln Way at 45th Avenue, and the extension of the center island median along Lincoln Way from 45th Avenue 15 feet westward. The volume of traffic using Lincoln Way has increased following the closure of the Great Highway south of Lincoln Way in Spring 2025. After construction of new traffic signals, existing stop signs facing Lincoln Way traffic at 46th Avenue would be removed leaving no remaining stop signs for Lincoln Way traffic along the entire extent of the Lincoln Way corridor. The project will reduce delays for Lincoln Way traffic and incentivize traffic travelling between the Richmond and Sunset districts to use Great Highway between Fulton and Lincoln Way rather than cut through Golden Gate Park via Chain of Lakes Drive.

As a condition of HIP funding, MTC requires that the SFMTA Board of Directors adopt a Resolution of Local Support for the programming of \$3,400,000 for the Lincoln Way Signals project, while providing assurances of the following:

- The SFMTA will provide up to \$389,980 (11.47%) in required matching funds for the Lincoln Way Signals project;
- The SFMTA understands that the HIP funds for the project are fixed at \$3,400,000, and that the SFMTA does not expect any cost increases to be funded by additional MTC-managed federal regional discretionary funding;
- The Lincoln Way Signals project will comply with the procedures, delivery milestones and funding deadlines specified in MTC's Regional Project Funding Delivery Policy;
- The Lincoln Way Signals project will be built as described in the complete application and this resolution subject to environmental clearance and, if approved, as included in MTC's federal TIP;
- The project will have adequate staffing resources to deliver and complete the project within the schedule submitted with the project application;
- The project will comply with all project-specific requirements as set forth in the HIP program;
- The SFMTA will maintain a single point of contact on all communications, inquiries, or issues that may arise during the federal programming and delivery process for federally funded transportation and transit projects implemented by the SFMTA;
- The project will be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency;

- The SFMTA is authorized to submit an application for the HIP funding;
- There is no legal impediment to the SFMTA applying for the HIP funding; and
- There is no pending or threatened litigation that might in any way adversely affect the proposed Lincoln Way Signals project, or the ability of the SFMTA to deliver such project.

MTC has already approved the programming of HIP funds contingent upon the SFMTA adopting the proposed Resolution of Local Support. The SFMTA also needs to add the Lincoln Way Signals project to the federal TIP so that funds may be allocated. The TIP is a funding document populated by MTC that helps to implement the transportation policy and investment priorities of the Bay Area, as expressed in Plan Bay Area 2050. Most transportation projects in the Bay Area that are federally funded must be included in the TIP to unlock funds.

STAKEHOLDER ENGAGEMENT

Projects for new traffic signals and traffic signal modifications are included in the FY25-FY29 Capital Improvement Program approved by the SFMTA Board of Directors on April 16, 2024. Prior to adoption, the proposed CIP was presented at several public workshops and meetings with stakeholder groups. In addition, the SFMTA worked closely with the MTC, as well as SFCTA, during the HIP program project selection process to ensure that the project met the regional and local policies and priorities identified.

The Lincoln Way Signals project was presented at the Transportation Advisory Staff Committee (TASC) meeting on September 11, 2025. Gathering members of the SFMTA, SF Public Works, the San Francisco Police Department, the San Francisco Fire Department, the San Francisco Planning Department, and the San Francisco Controller's Office, these meetings help to align city agencies on traffic safety infrastructure and policy projects, and to be a forum for discussion. No issues were raised by other agencies regarding the Lincoln Way Signals project.

The Lincoln Way Signals project was also presented to members of the public at the Streets Division's Engineering Public Hearing on October 3, 2025. During the hearing, attendees spoke in support of the project, commented on the additional traffic on Lincoln Way vs. Chain of Lakes Drive, and the effectiveness of new signals at 41st Avenue, Chain of Lakes Drive, and Lincoln Way. A question was raised regarding the proposed crosswalk closure at 45th Avenue which was addressed during the hearing.

ALTERNATIVES CONSIDERED

If the OBAG 2 funds are not procured, the SFMTA would need to find alternative funds from other capital funding programs to complete the project. This could delay implementation of the project and ultimately impact its safety and congestion mitigation benefits.

FUNDING IMPACT

The Lincoln Way Signals project proposes the following funding plan to complete construction and implementation:

Table 1. Lincoln Way Signals Funding Plan

Project Phase	Fund Source	Proposed Budget
Planning	N/A	\$0
Preliminary Engineering	N/A	\$0
Detailed Design	Prop L	\$500,000
Construction	HIP/OBAG 2*	\$3,400,000
Construction	*Local Match (Toll Credits)	\$389,980
Total		\$4,289,980

Fund Definitions:

- Prop L – San Francisco Country Transportation Authority Proposition L local transportation sales tax measure

The project's use of federal HIP funds requires an 11.47% local match, consistent with similar federal and state funding programs. This match may be fulfilled using toll credits, which the agency intends to utilize. This approach has been endorsed by the SFCTA as well as MTC.

ENVIRONMENTAL REVIEW

On October 2, 2025, under authority delegated by the Planning Department, the SFMTA determined that the Lincoln Way New Traffic Signals project (Case No. 2025-008727) is categorically exempt from CEQA pursuant to Title 14 of the California Code of Regulations Section 15301. A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney has reviewed this report.

The Metropolitan Transportation Commission will review and consider an adopted resolution for inclusion in the Transportation Improvement Program by December 2025.

RECOMMENDATION

Staff recommends that the SFMTA Board of Directors adopt a Resolution of Local Support as required by the Metropolitan Transportation Commission to add a project to the federal Transportation Improvement Program and program \$3,400,000 of federal OBAG2 funds awarded under the MTC's Housing Incentive Pool program to the SFMTA's Lincoln Way Signals project for construction.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating assurance to complete the project

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$3,400,000 in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Block Grant Program (STP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP) funding, Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as Regional Discretionary Funding) for the Lincoln Way Signals project for the Housing Incentive Pool program; and,

WHEREAS, The United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the Federal Transportation Act) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149), the Carbon Reduction Program (CRP) (23 U.S.C. § 175), and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and,

WHEREAS, State statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and,

WHEREAS, Pursuant to the Federal Transportation Act, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and,

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and,

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of Regional Discretionary Funding; and,

WHEREAS, The SFMTA is an eligible sponsor for Regional Discretionary Funding; and,

WHEREAS, As part of the application for Housing Incentive Pool funds, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the Regional Discretionary Funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional Regional Discretionary Funding; and
- that the Lincoln Way Signals project will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the Lincoln Way Signals project as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the Lincoln Way Signals project will have adequate staffing resources to deliver and complete the project within the schedule submitted with the project application; and
- that the Lincoln Way Signals project will comply with all project-specific requirements as set forth in the Housing Incentive Pool program; and
- that the SFMTA has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by the SFMTA; and
- in the case of an RTIP project, state law requires the Lincoln Way Signals project be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and,

WHEREAS, That the SFMTA is authorized to submit an application for Regional Discretionary Funding for the Lincoln Way Signals project; and,

WHEREAS, There is no legal impediment to the SFMTA making applications for the funds; and,

WHEREAS, There is no pending or threatened litigation that might in any way adversely affect the proposed Lincoln Way Signals project, or the ability of the SFMTA to deliver such project; and,

WHEREAS, The SFMTA authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for Regional Discretionary Funding for the Lincoln Way Signals project as referenced in this resolution; and,

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application; now, therefore be it

RESOLVED, That the SFMTA is authorized to execute and file an application for funding for the Lincoln Way Signals project for Regional Discretionary Funding under the Federal Transportation Act or continued funding; and be it further

RESOLVED, That the SFMTA will provide any required matching funds; and be it further

RESOLVED, That the SFMTA understands that the Regional Discretionary Funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the SFMTA from other funds, and that the SFMTA does not expect any cost increases to be funded with additional Regional Discretionary Funding; and be it further

RESOLVED, That the SFMTA understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and the SFMTA has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective County Transportation Agency (CTA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by SFMTA; and be it further

RESOLVED, That the Lincoln Way Signals project will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED, That the SFMTA has reviewed the Lincoln Way Signals project and has adequate staffing resources to deliver and complete the project within the schedule submitted with the project application; and be it further

RESOLVED, That the Lincoln Way Signals project will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the Housing Incentive Pool program; and be it further

RESOLVED, That, in the case of an RTIP project, the Lincoln Way Signals project is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the County Transportation Agency (CTA); and be it further

RESOLVED, That the SFMTA is an eligible sponsor of Regional Discretionary Funding funded projects; and be it further

RESOLVED, That the SFMTA is authorized to submit an application for Regional Discretionary Funding funds for the Lincoln Way Signals project; and be it further

RESOLVED, That there is no legal impediment to the SFMTA making applications for the funds; and be it further

RESOLVED, That there is no pending or threatened litigation that might in any way adversely affect the proposed Lincoln Way Signals project, or the ability of the SFMTA to deliver such project; and be it further

RESOLVED, That the SFMTA authorizes its Executive Director, General Manager, City Manager, or designee to execute and file an application with MTC for Regional Discretionary Funding funds for the Lincoln Way Signals project as referenced in this resolution; and be it further

RESOLVED, That a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and be it further

RESOLVED, That the MTC is requested to support the application for the Lincoln Way Signals project described in the resolution, and if approved, to include the project in MTC's federal TIP upon submittal by the project sponsor for TIP programming.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 4, 2025.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 9/2/2025 Requested_by: SFMTA Handled: Jarrett Hornbostel, 646-2723 Section Head : BW	☐ Public Hearing Consent ☒ Public Hearing Regular ☐ Informational / Other PH - Regular	No objections: _____ Item Held: _____ Other: _____
Location: Lincoln Way between 45th Avenue and La Playa		
Subject: Lincoln Way New Traffic Signals		
PROPOSAL / REQUEST: ESTABLISH – TRAFFIC SIGNAL 45th Avenue and Lincoln Way La Playa, Lincoln Way, and Martin Luther King Jr Drive ESTABLISH – CROSSWALK CLOSURE Crossing Lincoln Way, east side, at 45th Avenue (in conjunction with signalization of the west crosswalk at the same intersection) RESCIND – STOP SIGN Lincoln Way, eastbound and westbound at 46th Avenue (in conjunction with signalization of 45th Avenue) ESTABLISH – TRAFFIC ISLAND Lincoln Way center median island, from 45th Avenue to 15 feet easterly (INFORMATION ONLY: extends existing median island west from its existing terminus to the crosswalk at 45th Avenue) (Continued - see attached)		
BACKGROUND INFORMATION / COMMENTS The project intersections are located along the southern periphery of Golden Gate Park. An existing pedestrian crosswalk at 45th Avenue provides access to the 45th & Lincoln Blue Boat Playground. When new signals are installed at 45th Avenue/Lincoln Way, the east crosswalk crossing Lincoln Way at 45th Avenue, which terminates into a retaining wall, will be closed while the west crosswalk will be signalized. Martin Luther King Jr Drive is closed to motor vehicle traffic (except service vehicles) and provides bicycle and pedestrian connectivity to the interior of Golden Gate Park. No changes to existing access restrictions are proposed as part of this project. The volume of traffic using Lincoln Way has increased following the closure of the Great Highway south of Lincoln Way in Spring 2025. After construction of new traffic signals, existing STOP signs facing Lincoln Way traffic at 46th Avenue would be removed leaving no remaining stop signs for Lincoln Way traffic along the entire extents of the Lincoln Way corridor. The project will reduce delay for Lincoln Way traffic and incentivize traffic travelling between the Richmond and Sunset districts to use Great Highway between Fulton and Lincoln Way rather than cut through Golden Gate Park via Chain of Lakes Drive. (Continued - see attached)		
HEARING NOTIFICATION AND PROCESSING NOTES:		ENVIRONMENTAL CLEARANCE BY: ☐ SFMTA ☐ Attached ☒ Pending
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: ☒		

Lincoln Way New Traffic Signals

PROPOSAL / REQUEST:

ESTABLISH – TRAFFIC SIGNAL

45th Avenue and Lincoln Way

La Playa, Lincoln Way, and Martin Luther King Jr Drive

ESTABLISH – CROSSWALK CLOSURE

Crossing Lincoln Way, east side, at 45th Avenue

(in conjunction with signalization of the west crosswalk at the same intersection)

RESCIND – STOP SIGN

Lincoln Way, eastbound and westbound at 46th Avenue

(in conjunction with signalization of 45th Avenue)

ESTABLISH – TRAFFIC ISLAND

Lincoln Way center median island, from 45th Avenue to 15 feet easterly

(INFORMATION ONLY: extends existing median island west from its existing terminus to the crosswalk at 45th Avenue)

(Supervisor District 4)

New traffic signals are proposed to be installed as part of SFMTA's Lincoln Way New Traffic Signals project to improve right-of-way allocation, reduce delays to Lincoln Way traffic, and incentivize traffic between the Richmond and Sunset districts to use Great Highway between Fulton and Lincoln Way, rather than cut through Golden Gate Park via Chain of Lakes Drive. When 45th Avenue and Lincoln Way is signalized, the east unmarked crosswalk at 45th Avenue will be closed while the west marked crosswalk is signalized. Existing STOP signs for Lincoln Way traffic at 46th Avenue would be removed after completion of the new traffic signals.

Jarrett Hornbostel, jarrett.hornbostel@sfmta.com

BACKGROUND INFORMATION / COMMENTS:

The project intersections are located along the southern periphery of Golden Gate Park. An existing pedestrian crosswalk at 45th Avenue provides access to the 45th & Lincoln Blue Boat Playground. When new signals are installed at 45th Avenue/Lincoln Way, the east crosswalk crossing Lincoln Way at 45th Avenue, which terminates into a retaining wall, will be closed while the west crosswalk will be signalized.

Martin Luther King Jr Drive is closed to motor vehicle traffic (except service vehicles) and provides bicycle and pedestrian connectivity to the interior of Golden Gate Park. No changes to existing access restrictions are proposed as part of this project.

The volume of traffic using Lincoln Way has increased following the closure of the Great Highway south of Lincoln Way in Spring 2025. After construction of new traffic signals, existing STOP signs facing Lincoln Way traffic at 46th Avenue would be removed leaving no remaining stop signs for Lincoln Way traffic along the entire extents of the Lincoln Way corridor. The project will reduce delay for Lincoln Way traffic and incentivize traffic travelling between the Richmond and Sunset districts to use Great Highway between Fulton and Lincoln Way rather than cut through Golden Gate Park via Chain of Lakes Drive.

The intersections of 45th Avenue and Lincoln Way; 46th Avenue and Lincoln Way; and La Playa, Martin Luther King Jr. Drive and Lincoln Way are currently all-way STOP controlled.

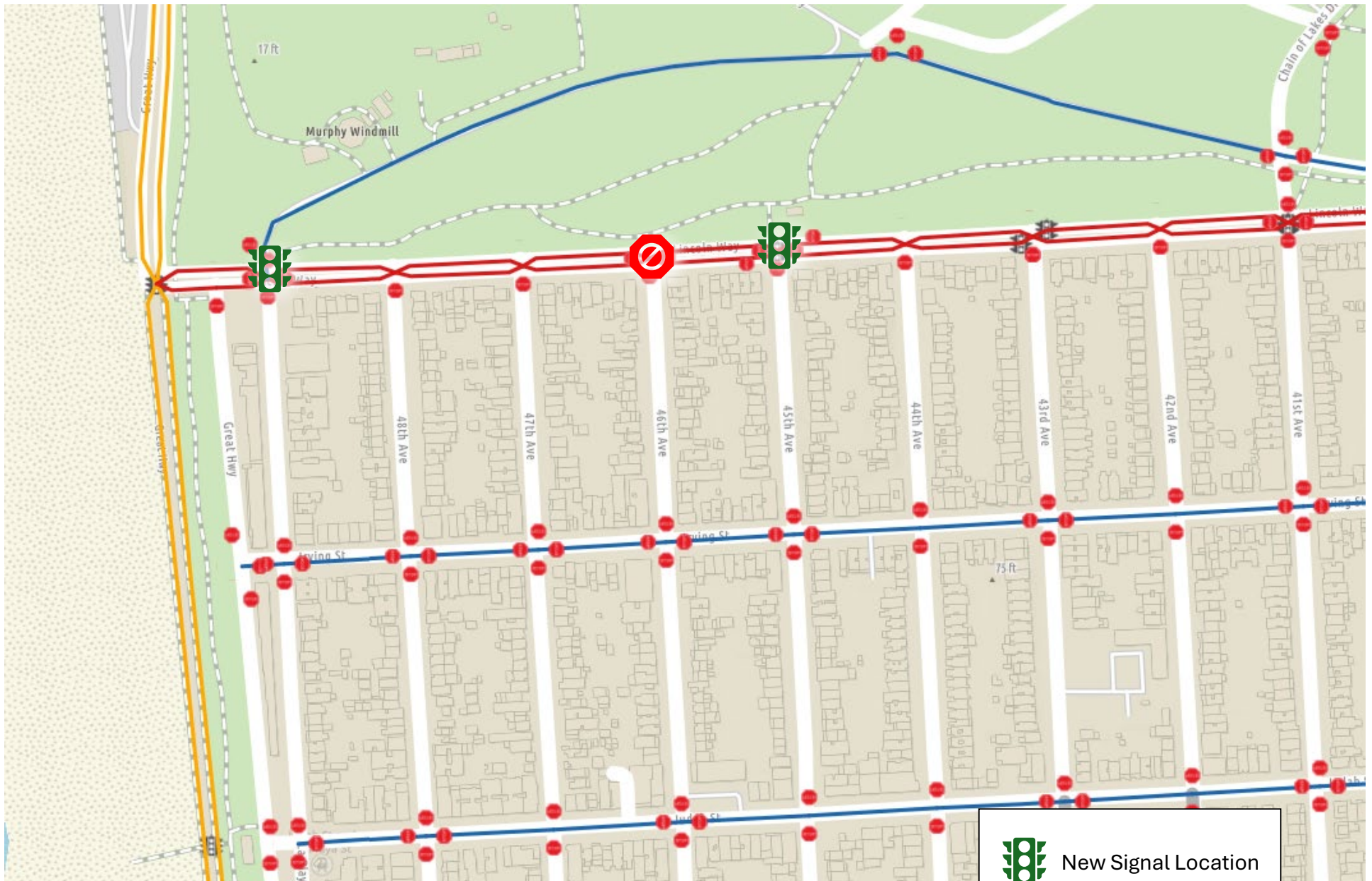
At 45th Avenue and Lincoln Way, there was one reported injury collision in the past 5 year period involving a vehicle failing to stop for the STOP sign.

At 46th Avenue and Lincoln Way, there was one reported fatal collision in the past 5 year period involving a left turning driver who failed to yield to oncoming traffic. The collision occurred prior to installation of the now existing all-way STOP control.

At La Playa, Lincoln Way, and Martin Luther King Jr. Drive, there was one reported injury collision in the past 5 year period involving a left turning driver who failed to yield to a crossing pedestrian.

The proposed traffic signal is funded by a combination of Neighborhood Transportation Program (NTP) and federal Housing Incentive Pool (HIP) funds.

Intersection Controls Map



New Signal Location



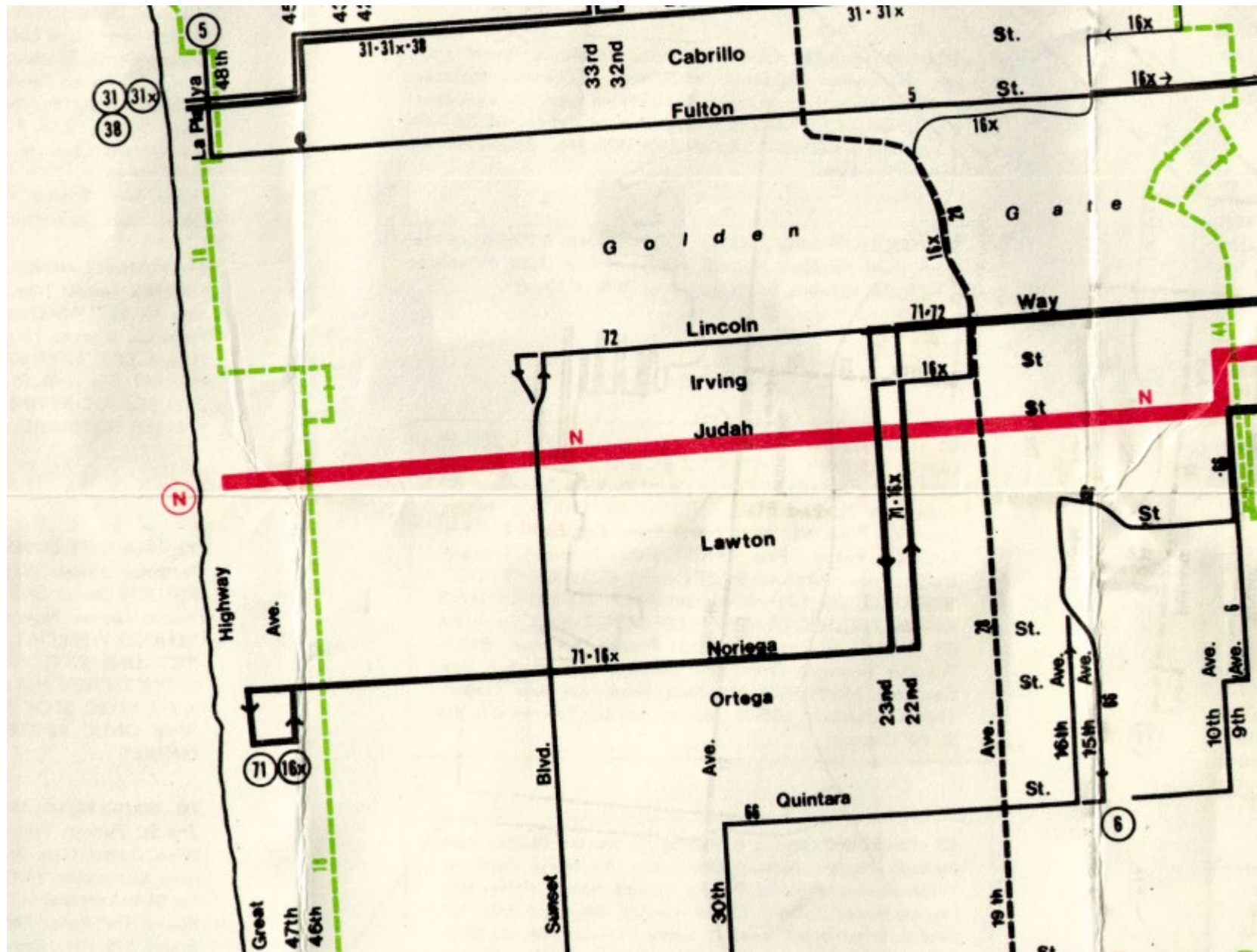
Stop Sign Removal

2025 Transit Network Map

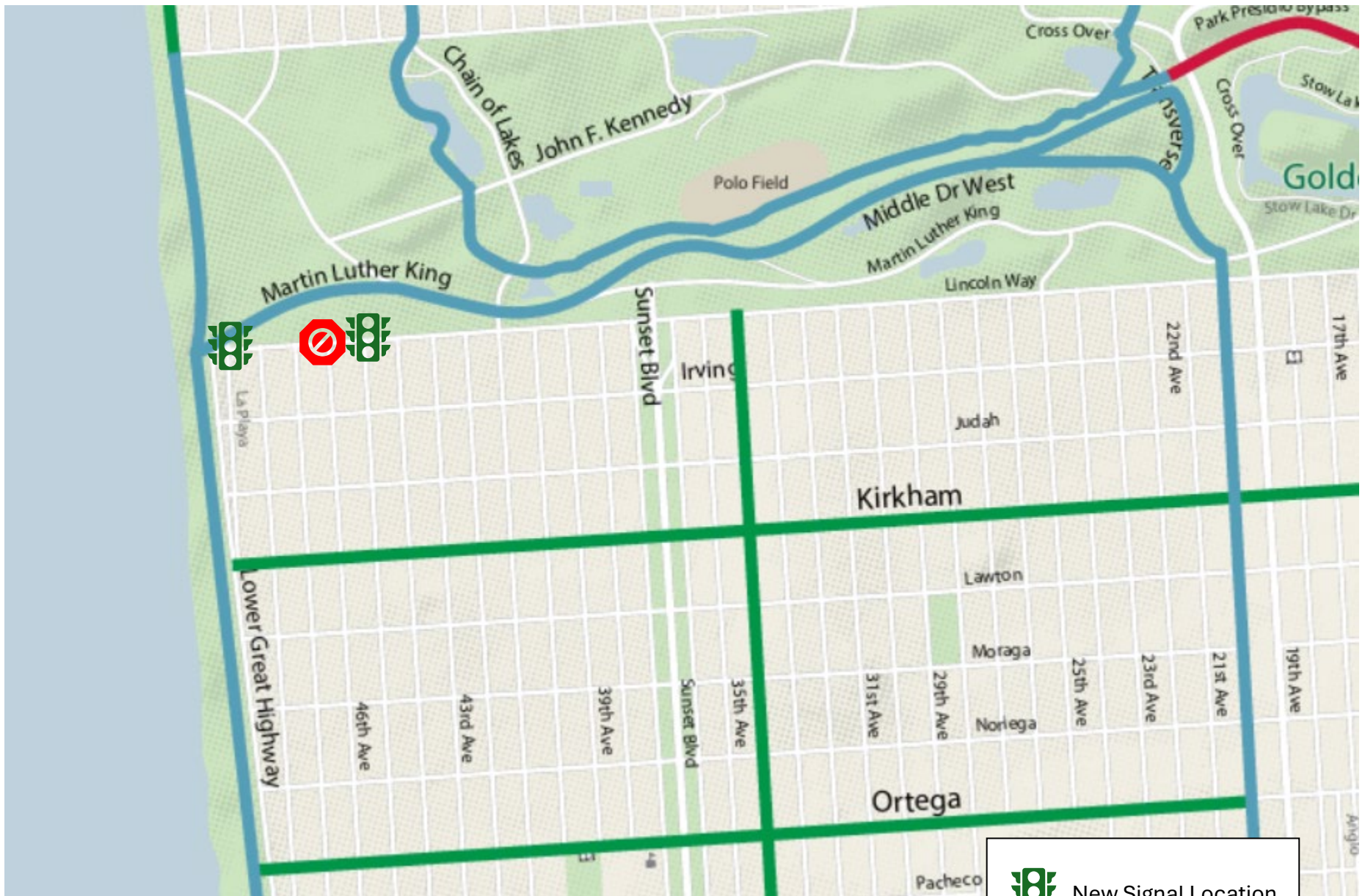


September 1981 Transit Network Map

(Prior 18-46th Avenue routing)



2025 Bicycle Network Map

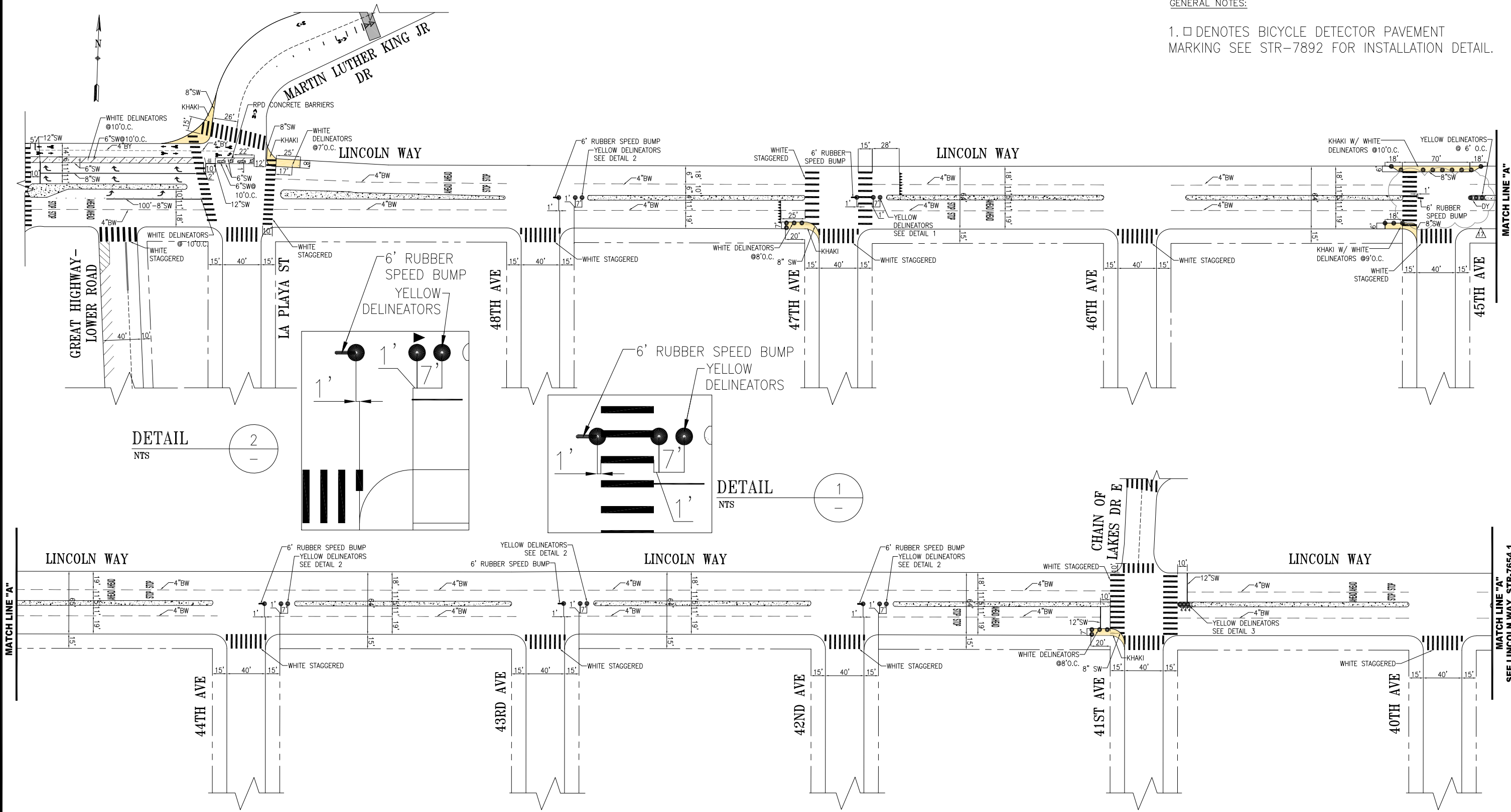


New Signal Location



Stop Sign Removal

GENERAL NOTES:
1. □ DENOTES BICYCLE DETECTOR PAVEMENT MARKING SEE STR-7892 FOR INSTALLATION DETAIL.



NO.	DATE	DESCRIPTION	BY	APP
1	MM/DD/YY	ADDED LEFT TURN SAFETY RUBBER BUMP ON W/SIDE AND YELLOW DELINEATORS ON E/SIDE ALONG MEDIAN, @ 45TH	J.HERNANDEZ	A.CHUN
2	03/15/25	TWO-WAY BIKEWAY FROM MLK TO GREAT HIGHWAY, RIGHT TURN ONLY LANES, UPDATED PSZs	J.SUHAIMI	G.HO
3	02/20/25	PLACED LIMIT LINE AT 10' FROM CROSSWALK, EXTENDED MEDIAN, DELINEATORS AT LINCOLN WAY	B.LIN	J.HORNBOSTEL

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SFMTA



SUPERSEDES: STR-1647 REV13
DRAWN: T. ABDALLAH
CHECKED: M. VELASCO
DATE: 10/2009

APPROVED
THOMAS P FOLKS 10/13/09
SENIOR ENGINEER
JACK L. FLACK 10/19/09
CITY TRAFFIC ENGINEER

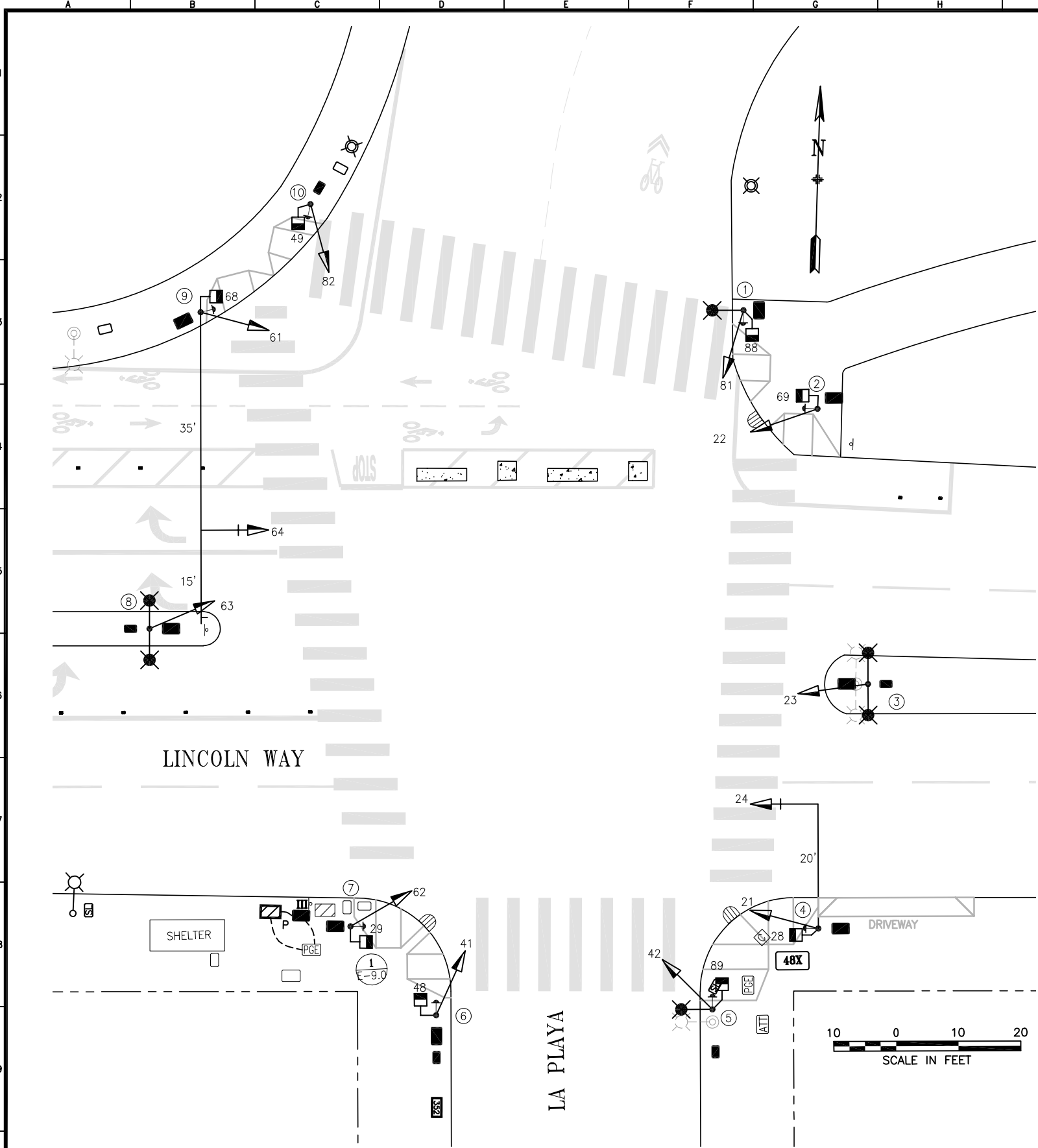
SCALE:
1" = 50'
SHEET/SHEETS:
01 OF 05

TRAFFIC STRIPING

LINCOLN WAY
GREAT HIGHWAY TO 39TH AVENUE

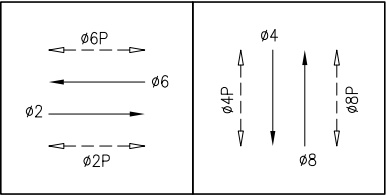
CONTRACT NO.
DRAWING NO.
STR-7654
FILE NO.
REV. NO.
17

FILE NAME: ---
DATE: ---



POLE AND EQUIPMENT SCHEDULE											
POLE No.	TYPE OF POLE	LUMINAIRE TYPE	VEHICLE SIGNAL					PEDESTRIAN SIGNAL			REMARKS
			No.	TYPE	MOUNTING	VISORS	LOUVERS/BP	No.	TYPE	MOUNTING	
①	STEEL SL 28.5' W/ 6' LUMINAIRE ARM		81	3S12"	SV-1-T	T		88	1S-COUNT	SP-1	APS-2W
②	1-A (10')		22	3S12"	TV-1-T	T		69	1S-COUNT	SP-1	APS-2W
③	STEEL SL 28.5' W/ DUAL 6' LUMINAIRE ARM		23	3S12"	SV-1	T					
④	16-2-100 W/ 20' MA		21 24	3S12" 3S12"	SV-1-T MAC	T T	BP	28	1S-COUNT	SP-1	APS-2W
⑤	STEEL SL 28.5' W/ 6' LUMINAIRE ARM		42	3S12"	SV-1-T	T		89	1S-COUNT	SP-1	APS-2W
⑥	1-A (10')		41	3S12"	TV-1-T	T		48	1S-COUNT	SP-1	APS-2W
⑦	1-A (10')		62	3S12"	TV-1-T	T		29	1S-COUNT	SP-1	APS-2W
⑧	STEEL SL 28.5' W/ DUAL 6' LUMINAIRE ARM		63	3S12"	SV-1	T					
⑨	28-5-100 W/ 50'MA		61 64	3S12" 3S12"	SV-1-T MAC	T T	BP	68	1S-COUNT	SP-1	APS-2W
⑩	1-A (10')		82	3S12"	TV-1-T	T		49	1S-COUNT	SP-1	APS-2W

PHASE DIAGRAM

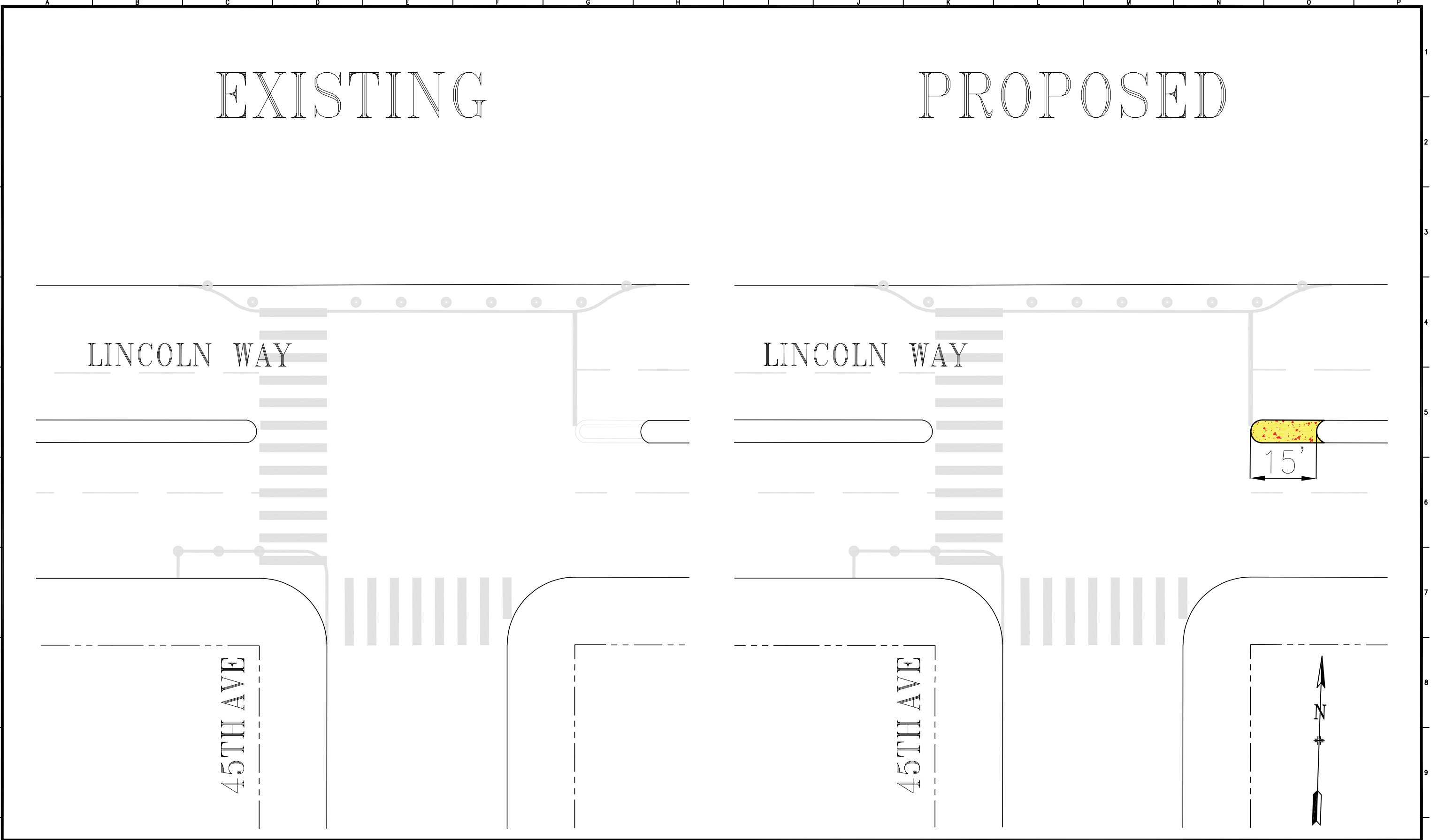


30% SUBMITTAL
NOT FOR CONSTRUCTION

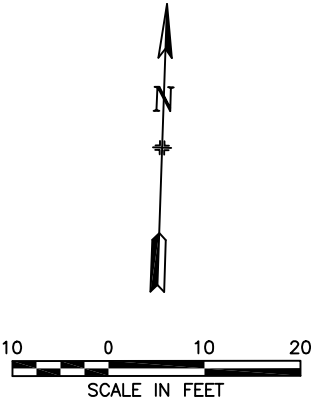
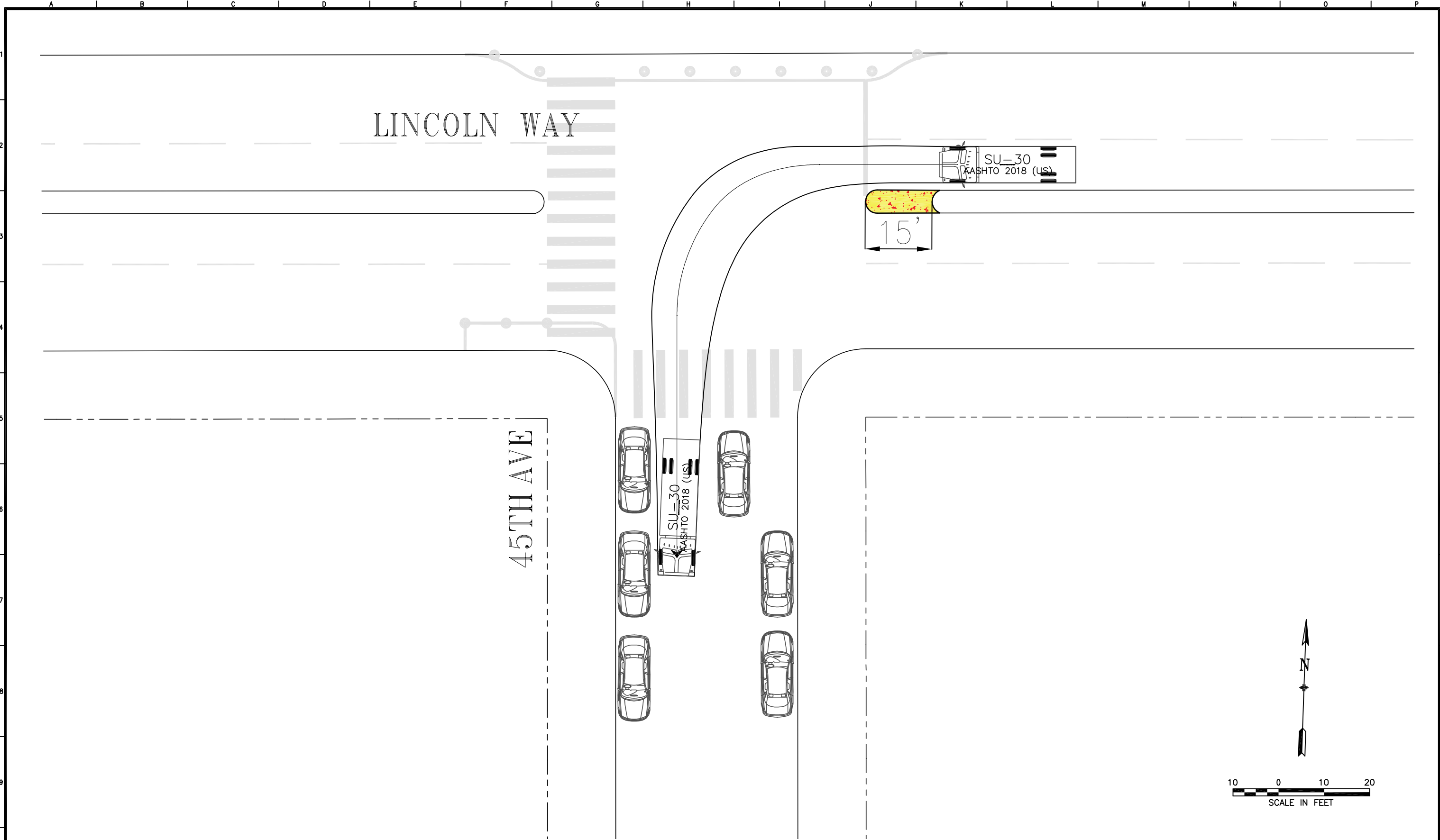
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							DRAWN: DATE: BL 8/2025	SECTION ENGINEER DATE:	AS SHOWN			DRAWING NO. E-2.0	
							CHECKED: DATE: XX -/-/-		SHEET OF SHEETS XX OF XX	LINCOLN WAY AND LA PLAYA TRAFFIC SIGNAL WORK POLE & EQUIPMENT SCHEDULE		FILE NO.	
								CITY TRAFFIC ENGINEER DATE:				REV. NO.	

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION

NO.	DATE	DESCRIPTION	BY	APP.



				REFERENCE INFORMATION & FILE NO. OF SURVEYS			SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY TRANSPORTATION ENGINEERING CITY AND COUNTY OF SAN FRANCISCO		DESIGNED: DATE:	APPROVED		SCALE:	LINCOLN WAY NEW TRAFFIC SIGNALS		SPECIFICATION NO.	
											DRAWING NO.					
																FILE NO.
																REV. NO.
NO.	DATE	DESCRIPTION				BY	APP.									
TABLE OF REVISIONS																
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION																



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

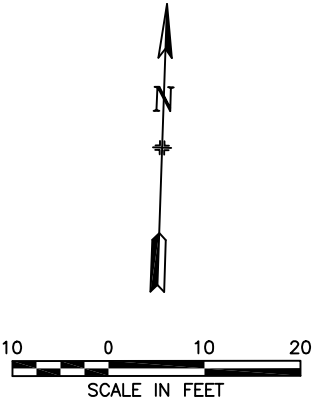
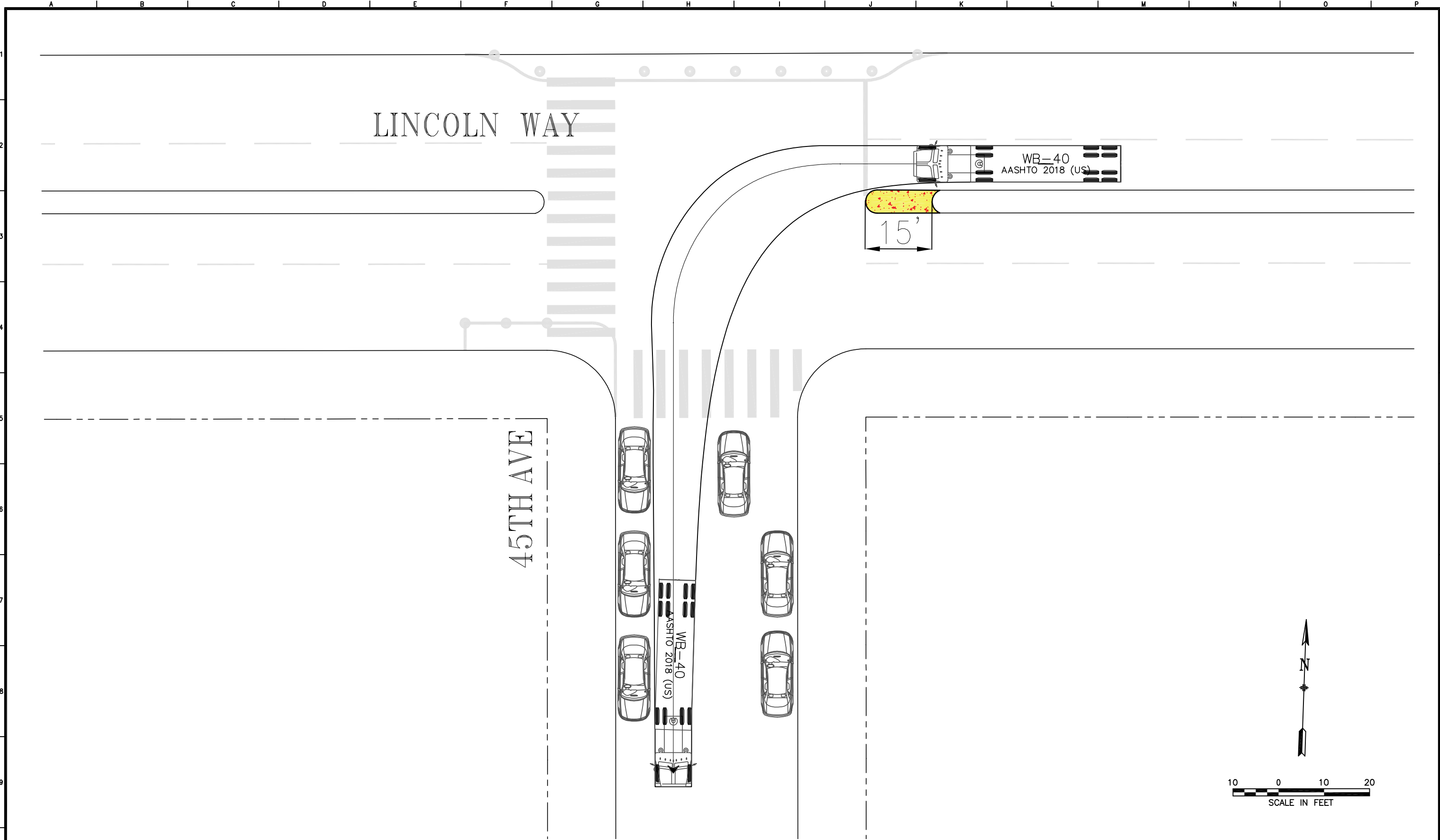
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SECTION ENGINEER	DATE:
CITY TRAFFIC ENGINEER DATE:	

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY SU-30 TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

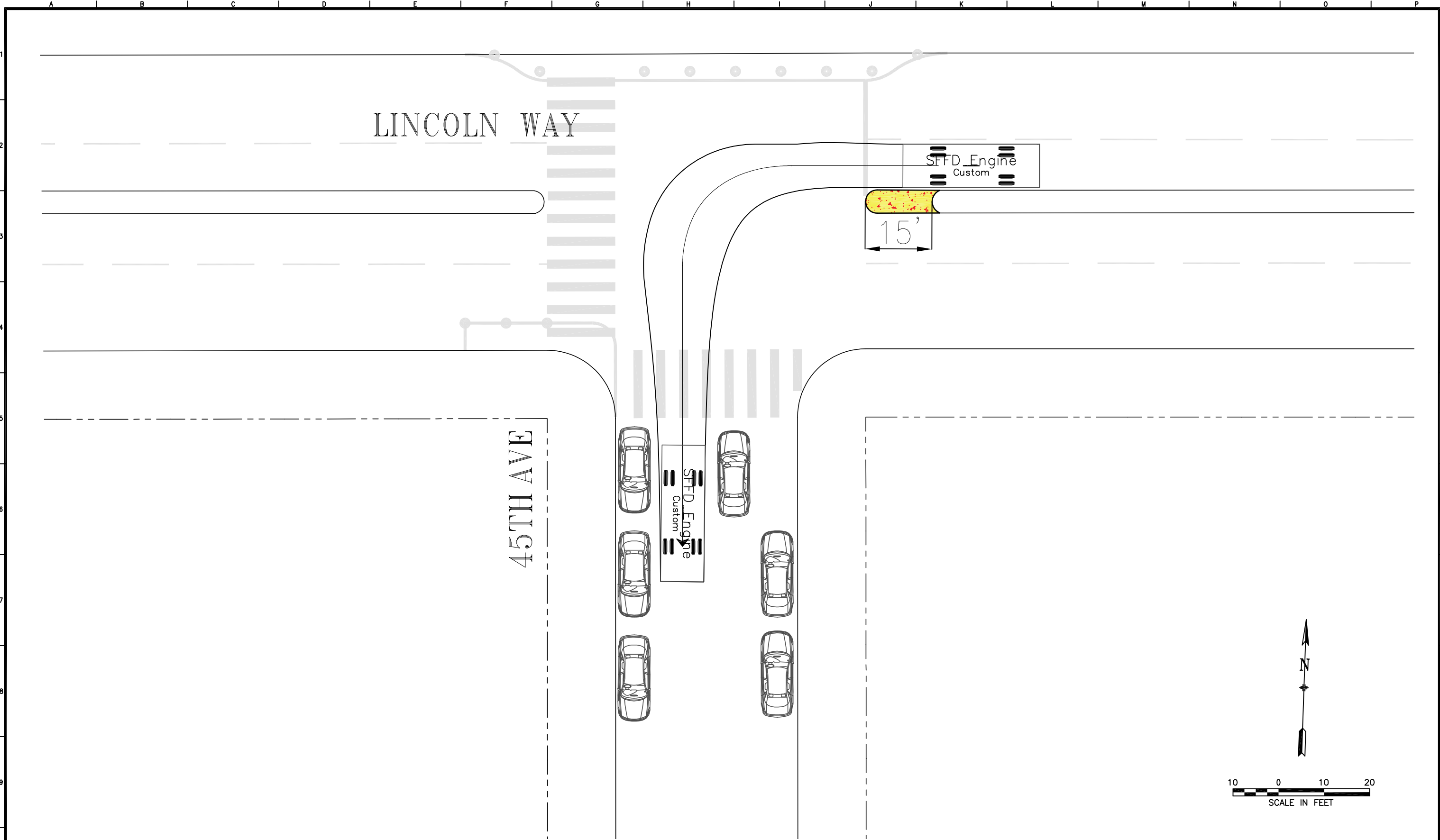
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APPROVED
SECTION ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY WB-40 TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

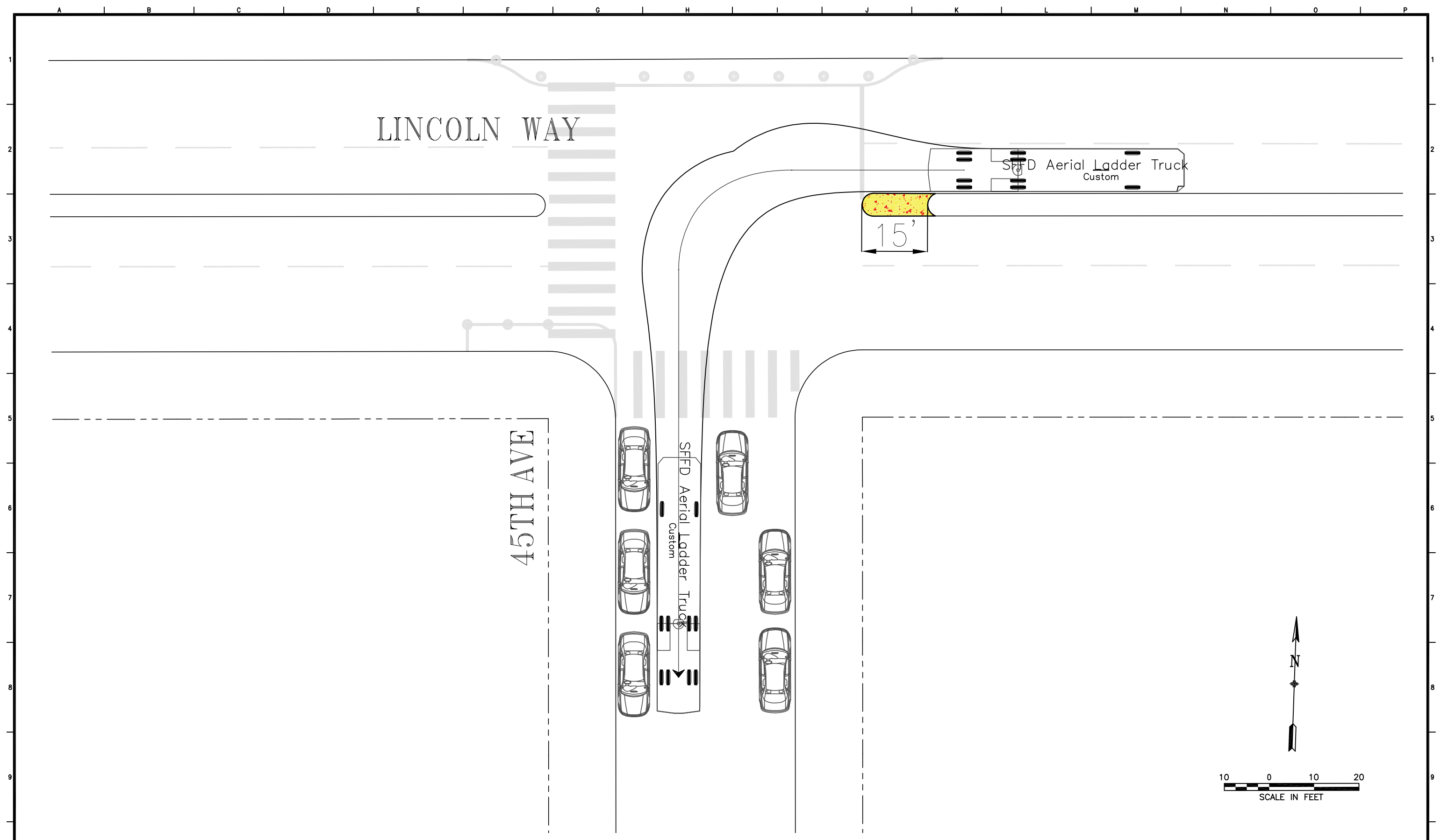
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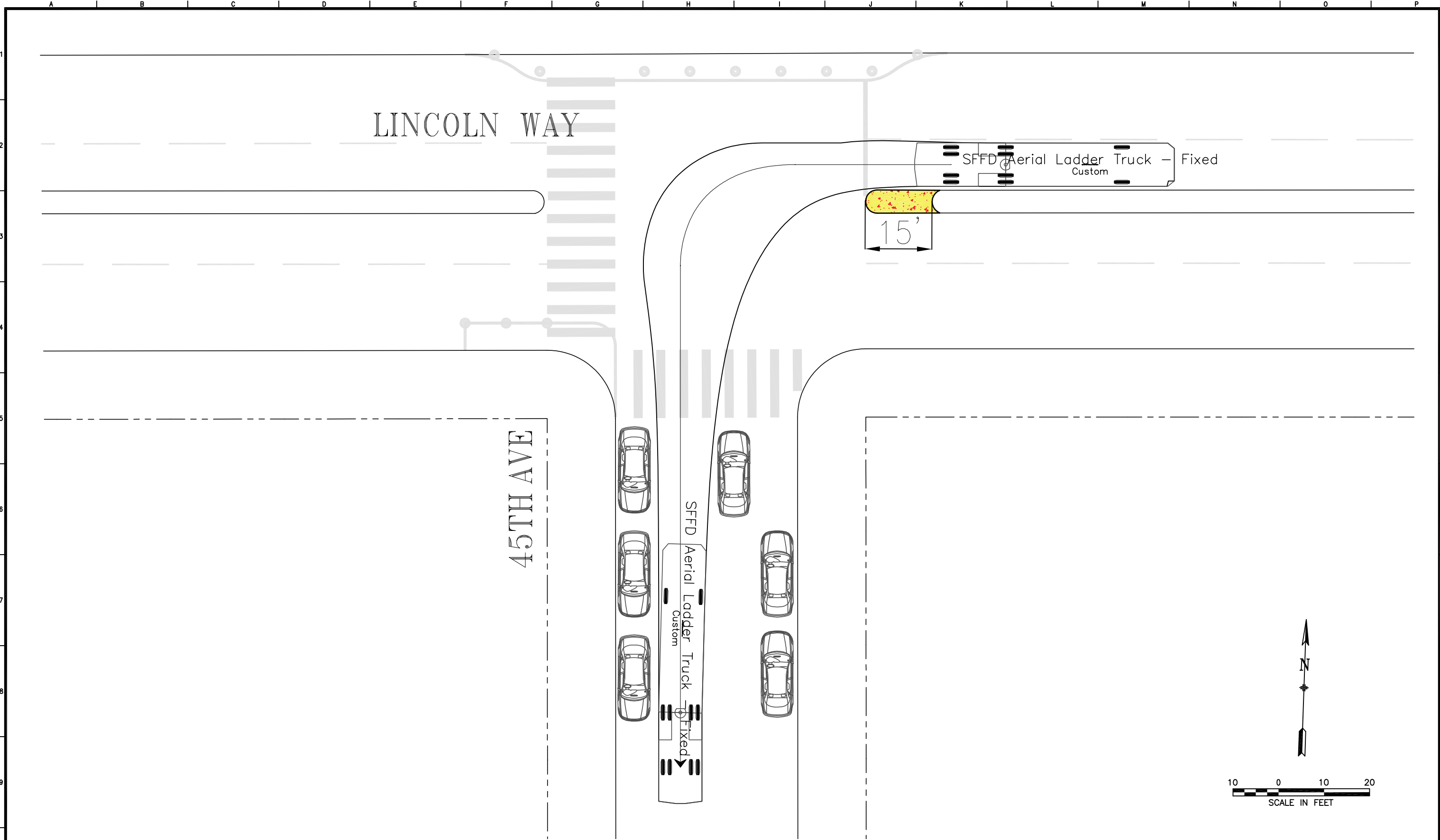
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CITY TRAFFIC ENGINEER DATE:

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY SFFD ENGINE TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.

[illegible]



NO.	DATE	DESCRIPTION	BY	APP.	
TABLE OF REVISIONS					
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION					

REFERENCE INFORMATION & FILE NO. OF SURVEYS



SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY
TRANSPORTATION ENGINEERING
CITY AND COUNTY OF SAN FRANCISCO

DESIGNED:	DATE:
DRAWN:	DATE:
CHECKED:	DATE:

APPROVED
SECTION ENGINEER DATE:
CITY TRAFFIC ENGINEER DATE:

SCALE:
AS SHOWN
SHEET OF SHEETS

LINCOLN WAY NEW TRAFFIC SIGNALS
45TH AVE AND LINCOLN WAY SFFD LADDER TRUCK (REAR STEERING LOCKED) TURN TEMPLATE

SPECIFICATION NO.
DRAWING NO.
FILE NO.
REV. NO.

TransBASE Internal Dashboard

Geographic Extent: 27954000: 45TH AVE at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 1
Total Count of Fatal/Non-Fatal Injury Collisions: 1

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceeding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceeding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
220050671	01/23/2022	16:30	Sunday	LINCOLN WAY	45TH AVE	0	Not Stated	Driver	East	Proceeding Straight	Driver	South WEST	Making Left Turn	CVC 22450(a)	Injury (Complaint of Pain)	Overturned	Other Motor Vehicle	No	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: 27954000: 45TH AVE at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 8/27/2025
Collision Level: Injury Collisions
Boundary: 27954000: 45TH AVE at LINCOLN WAY
Collision Dates: 08/01/2020 to 07/31/2025
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 1
Count of Non-Fatal Injury Collisions: 0
Total Count of Fatal/Non-Fatal Injury Collisions: 1

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
220065181	01/29/2022	19:34	Saturday	LINCOLN WAY	46TH AVE	0	Not Stated	Driver	South WEST	Making Left Turn	Driver	East	Proceeding Straight	CVC 21801(a)	Fatal	Broadside	Other Motor Vehicle	Felony	Dry	No Unusual Condition/ Not Stated	Dark - Street Lights

TransBASE Internal Dashboard

Geographic Extent: 27955000: LINCOLN WAY at 46TH AVE
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 8/27/2025
Collision Level: Injury Collisions
Boundary: 27955000: LINCOLN WAY at 46TH AVE
Collision Dates: 08/01/2020 to 07/31/2025
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

TransBASE Internal Dashboard

Geographic Extent: 27964000: LA PLAYA at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Collision/Party/Victim Table

Showing 1 to 2 of 2 entries

Count of Fatal Collisions: 0
Count of Non-Fatal Injury Collisions: 2
Total Count of Fatal/Non-Fatal Injury Collisions: 2

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
210688840	10/20/2021	18:54	Wednesday	LA PLAYA	LINCOLN WAY	0	Not Stated	Driver	West	Entering Traffic	Parked Vehicle	South	Parked	CVC 22350	Injury (Complaint of Pain)	Rear End	Parked Motor Vehicle	No	Wet	No Unusual Condition/ Not Stated	Dark - Street Lights
NOT INTERSECTION RELATED																					
200720258	11/29/2020	14:31	Sunday	LINCOLN WAY	LA PLAYA	0	Not Stated	Driver	West	Making Left Turn	Pedestrian	South	Proceeding Straight	CVC 21950(a)	Injury (Other Visible)	Vehicle/ Pedestrian	Pedestrian	No	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: 27964000: LA PLAYA at LINCOLN WAY
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 08/01/2020 to 07/31/2025
Pull Date: 8/27/2025

Metadata Information

Collision Filters

Database Source: TransBASESF.org
Database Pull Date: 8/27/2025
Collision Level: Injury Collisions
Boundary: 27964000: LA PLAYA at LINCOLN WAY
Collision Dates: 08/01/2020 to 07/31/2025
Collision Month Filter(s): No Restrictions
Collision Distance: Any Distance
Collision Severity Filter(s): No Restrictions
Primary Collision Factor Filter(s): No Restrictions
Collision Type Filter(s): No Restrictions
Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Party Filters

Party Involved Type: No Restrictions
Party Involved Gender: No Restrictions
Party Involved at Fault: No Restrictions
Party Involved Age: No Restriction
Party Involved Sobriety: No Restrictions
Party Involved Condition: No Restrictions
Party Involved Direction of Travel: No Restrictions
Party Involved Safety Equipment 1: No Restrictions
Party Involved Safety Equipment 2: No Restrictions
Party Involved Insurance: No Restrictions
Party Involved Other Associated Factors : No Restrictions
Party Involved Movement Preceding Collision: No Restrictions
Party Involved Vehicle Type: No Restrictions
Party Involved Race: No Restrictions
Party Involved Special Info: No Restrictions
Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions
Victim Involved Degree of Injury: No Restrictions
Victim Involved Age: No Restriction
Victim Involved Seating Position: No Restrictions
Victim Involved Safety Equipment: No Restrictions
Victim Involved Ejected: No Restrictions

Environmental Filters

Neaest Traffic Control: No Restriction
Intersecting Speed Limit: No Restriction
Intersecting Network: No Restriction
Intersecting Street Class: No Restriction
Weather Description: No Restrictions
Lighting Description: No Restrictions

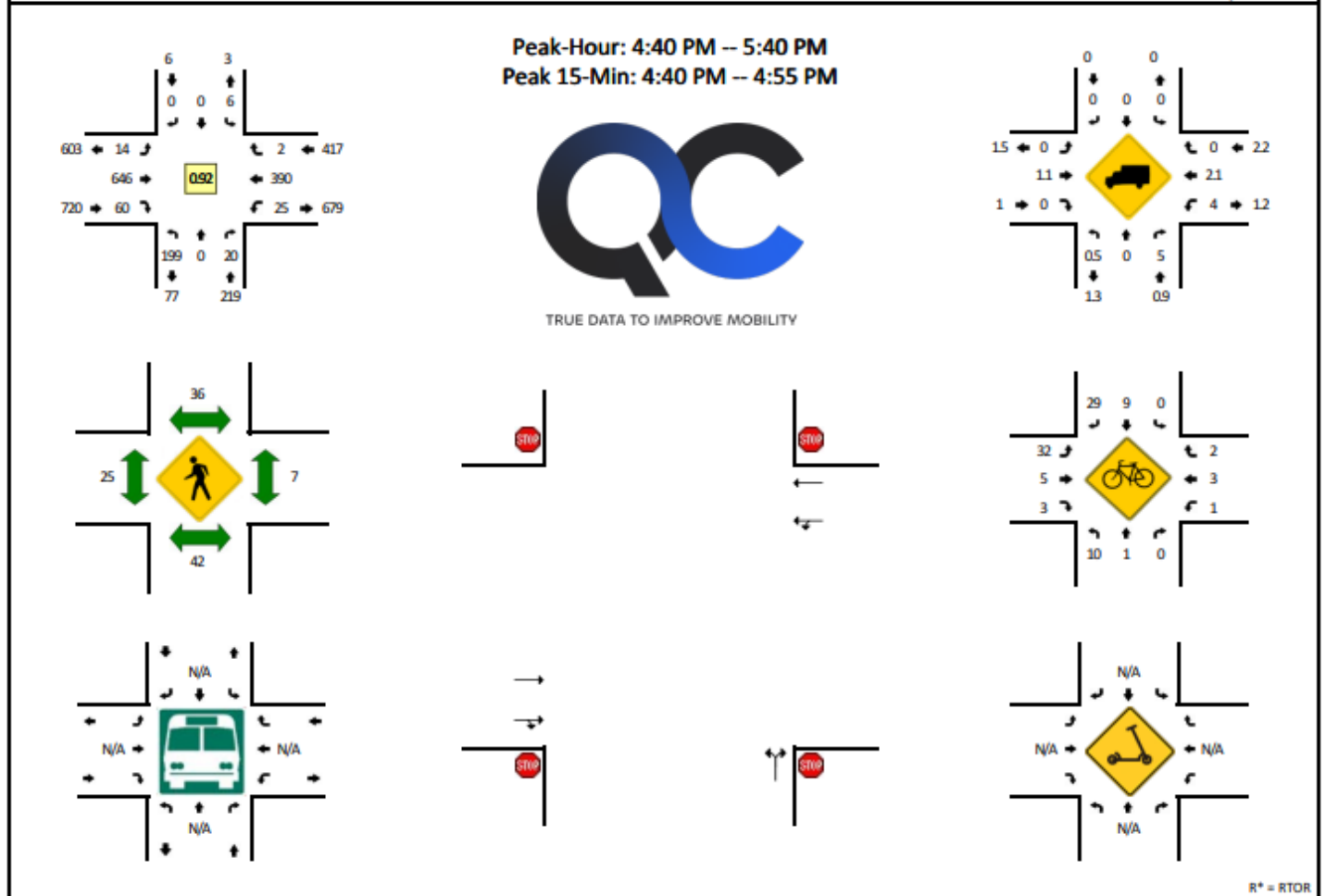
Figure A.3: Martin Luther King Drive at La Playa TMC

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Martin Luther King Jr Dr/La Playa St -- Lincoln Wy
CITY/STATE: San Francisco, CA

QC JOB #: 16980706
DATE: Thu, May 8 2025



Appendix B: Average Daily Traffic (ADT) Counts for Arterials and Avenues

Location	Spring 2025		Fall 2023/Winter 2024		Winter 2022	Winter 2021	Summer 2021	Fall 2020	Pre-Covid
	Mid-Week	Weekend (Avg. Sat/Sun)	Mid-Week	Weekend (Avg. Sat/Sun)	Mid-Week	Mid-Week	Mid-Week	Mid-Week	Mid-Week
Great Highway btwn JFK/ Lincoln	12,191		17,325	11,005					
Chain of Lakes btwn JFK/ MLK	11,206		9,257	7,617			7,974		
Lower Great Highway btwn Judah/Irving	5,121	4,302	1,718	3,283		3,302	3,048		3,121
Lower Great Highway btwn Ortega/ Pacheco	5,222	4,352	2,376	4,976	4,604	5,016	4,512		4,548
Lower Great Highway btwn Wawona/ Vicente	5,519	4,645	2,149	4,410		5,262	4,641		
Lincoln Way btwn 42/ 43	9,368		7,987	10,616					
Lincoln Way btwn 23/ 24	17,860		17,891	16,516					19,266
Sloat Blvd btwn 41/42	18,058		13,725	12,009					
Sloat Blvd btwn 41/ Skyline	19,613		14,108	13,103					15,699
Sloat Blvd btwn Skyline/ Sunset	20,976		16,698	15,692					20,068
Sloat Boulevard btwn 35/ 36	16,363		15,482	13,814					
Skyline Blvd btwn Sloat/ Lake Merced	22,837		15,112	15,606					18,674
Skyline btwn Great Highway Ext/ John Muir	26,021		27,693	20,445					
39th Ave btwn Yorba/ Sloat	980		624	601					
NB Sunset Blvd btwn Ortega/ Pacheco	11,920		9,616	8,954	9,007				13,287
SB Sunset Blvd btwn Moraga/ Noriega	11,755		8,827	9,854				9,527	13,555
41st Ave btwn Kirkham/ Lawton	3,542								
43rd Ave btwn Kirkham/ Lawton	1,247								
45th Avenue btwn Wawona/ Sloat	2,983		2,845	3,840					
46th Ave btwn Irving/ Judah	2,873								
47th Ave btwn Vicente/ Wawona	2,033								